

Dated: June 14, 1995.

Richard E. Shrum,

ITAC Executive Director.

[FR Doc. 95-15495 Filed 6-23-95; 8:45 am]

BILLING CODE 4710-45-M

[Public Notice 2225]

**United States International
Telecommunications Advisory
Committee (ITAC) Standardization
Sector, U.S. Study Group A and U.S.
ITAC-T Study Group; Meeting Notice**

The Department of State announces that the United States International Telecommunications Advisory Committee (ITAC), Telecommunications Standardization Sector (ITAC-T) Study Group A and the U.S. Study Group for ITAC-T (formerly the USNC) will meet on the following dates and times at the U.S. Department of State, 2201 C Street NW, Washington, D.C. 20520:

Study Group A, July 26, 1995, 930-300, Room 1205

ITAC-T National Group, August 23, 1995, 930-300, Room 1205

Study Group A, August 24, 1995, 930-300, Room 1205.

Detailed agendas will be provided prior to the meeting to the most recent attendees of the two U.S. ITAC-T Groups. The ITAC-T group agenda will deal primarily with preparations for the September meeting of the Telecommunications Standardization Advisory Group (TSAG) including any discussions relating to the joint RAG/TSAG refinement meeting (September 15 & 18) while the ITAC-T Study Group A meetings will include a debriefing of the Geneva, May 1995 ITU-T Study Group 1 meeting and the June ITU-T Study Group 3 meeting, plus preparations for the upcoming September meetings of CITELE's PCC-1 and ITU-T Study Group 2 meeting.

Members of the General Public may attend the meetings and join in the discussions, subject to the instructions of the chair. Admittance of public members will be limited to the seating available. In this regard, entrance to the Department of State is controlled. If you wish to attend please call 202-647-0201 not later than 5 days before the scheduled meetings. One of the following valid photo ID's will be required for admittance: U.S. driver's license with picture, U.S. passport, U.S. government ID (company ID's are no longer accepted by Diplomatic Security). Enter from the "C" Street Main Lobby.

Dated: June 8, 1995.

Earl S. Barbely,

Chairman, U.S. ITAC for Telecommunication Standardization.

[FR Doc. 95-15496 Filed 6-23-95; 8:45 am]

BILLING CODE 4710-45-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

**Environmental Impact Statement on
the Long Island Transportation
Corridor in New York City, New York**

AGENCY: Federal Transit Administration (FTA), DOT; Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FTA, the FHWA and the MTA Long Island Rail Road (LIRR), are issuing this notice to advise the public and all other interested parties that in accordance with the National Environmental Policy Act (NEPA), they intend to prepare an Environmental Impact Statement (EIS) for transportation improvements in the Long Island Transportation Corridor of New York, Kings, Queens, Nassau and Suffolk Counties, New York. The Draft EIS (DEIS) will include a Major Investment Study (MIS) in accordance with 49 CFR part 613 and will be coordinated with other affected agencies. The LIRR will ensure that the EIS also satisfies the requirements of the New York State Environmental Quality Review Act (SEQRA) and serves as the Environmental Impact Statement (EIS) required by SEQRA.

Among the alternatives that the MIS/DEIS will evaluate are the No-Action and Transportation System Management (TSM) alternatives, reasonable highway alternatives and extensions of the existing LIRR transit network to a new East-Midtown Manhattan rail terminal. Any new alternatives generated through the scoping process in addition to the study goals, evaluation criteria and other relevant issues and comments will also be considered.

Scoping will be accomplished through correspondence with interested persons, organizations, and federal, state and local agencies, and through three public meetings.

COMMENT DUE DATES: Written comments on the scope of alternatives and impacts to be considered should be sent by September 5, 1995 to Ms. Pamela Burford, Director Special Projects, Long Island Rail Road, Jamaica Station Mail Code 1145, Jamaica, New York 11435.

SCOPING MEETINGS: Public scoping meetings will be held on Tuesday July

18, 1995 at 7:00 pm at the Long Island Association Headquarters, 80 Hauppauge Road, Commack, New York; Wednesday July 19, 1995 at 7:00 pm in the Nassau County Board of Supervisors Meeting Room, Nassau County Executive Building, 1 West Street, Mineola, New York; and on July 20, 1995 at 5:30 pm in the MTA's Fifth Floor Board Room, 347 Madison Avenue, New York, NY.

FOR FURTHER INFORMATION CONTACT:

Letitia A. Thompson, Deputy Regional Administrator, Federal Transit Administration 26 Federal Plaza, New York, NY 10278, Phone: (212) 264-8162, Fax: (212) 264-8973, Harold J. Brown, Division Administrator, Federal Highway Administration, Leo W. O'Brien Federal Building, Albany, New York 12207, Phone: (518) 431-4127, Fax: (518) 431-4121, Pamela Burford, Director Special Projects, Long Island Rail Road, Jamaica Station Mail Code 1145 Jamaica, NY 11435, Phone: (718) 558-7520, Fax: (718) 558-8180.

SUPPLEMENTARY INFORMATION: FTA, FHWA and the MTA Long Island Rail Road invite interested individuals, organizations, and federal, state and local agencies to participate in defining the alternatives to be evaluated in the MIS/DEIS and identifying any social, economic, or environmental issues related to the alternatives. An information packet describing the purpose of the project, the proposed initial set of alternatives, the impact areas to be evaluated, the citizen involvement program, and the preliminary project schedule is being mailed to affected federal, state and local agencies and to interested parties on record. Others may request the scoping materials by contacting Ms. Pamela Burford at the address above or by calling her at (718) 558-7520. Scoping comments may be made verbally at the public scoping meetings or in writing. See the **SCOPING MEETING** section above for locations and times. During scoping, comments should focus on identifying specific social, economic or environmental concerns to be evaluated and suggesting alternatives which are less costly or less environmentally damaging while achieving similar transportation objectives. Scoping is not the appropriate time to indicate a preference for a particular alternative. Comments or preferences should be communicated after the MIS/DEIS has been completed. If you wish to be placed on the mailing list to review further information as the projects develops, contact Ms. Pamela Burford as previously described.

Description of Study and Area Project Need

Within the context of the Long Island Transportation Corridor MIS/DEIS the study corridor is self-defining to a great extent owing to the geographic configuration of Long Island. The Long Island Study Corridor is therefore composed of the two suburban counties, Nassau and Suffolk; the two New York City counties, Queens and Kings (Brooklyn); and that portion of the New York County Central Business District generally referred to as Midtown Manhattan. Excluding the Mid-town Manhattan (CBD) portion of the study corridor the study area covers approximately 1377 square miles of land area with a population density of 6.8 million people.

The Long Island Study Corridor's access to the Mid-town Manhattan CBD is provided by the MTA Long Island Rail Road, an extensive highway network consisting of Interstate highways, expressways, parkways and the local street grid, the MTA New York City Transit and a number of private bus and ferry services as well as private automobiles.

Overall the above transportation facilities are operating at or above their respective design capacities during peak travel periods and experience excessive levels of congestion resulting in increased travel time, lost productivity, customer dissatisfaction and contravention of National Ambient Air Quality Standards. The region's high utilization of existing facilities, high population density and the physical constraints associated with the separation of Manhattan Island and Long Island by the East River necessitating bridge or tunnel connections all contribute to creating a problematic environment for addressing the Long Island Study Corridors mobility issues.

Currently, the LIRR has only one Manhattan terminal at Pennsylvania Station (Penn Station) on the West Side of Manhattan between 31st and 33rd Streets and 7th and 8th Avenues. However, this facility currently operates at capacity and is shared by three railroads—LIRR, New Jersey Transit (NJT), and Amtrak—each of which is seeking additional capacity for its present and projected patronage. Moreover, surveys indicated that a significant number of LIRR customers have East Midtown destinations and are therefore not adequately served by a Penn Station destination.

The primary goals of the Long Island Rail Road (LIRR) are to provide transport capacity, enhance mobility

and reduce the number of vehicles on the region's congested highway, bridges and tunnels; unfortunately, the LIRR's ability to meet these goals is constrained by capacity limitations during peak hours, particularly at Pennsylvania Station. Therefore, the LIRR is impeded in its ability to attract and serve new riders, in the peak period.

The major highway corridors in Long Island Study Corridor are noted for their major congestion problems. According to the findings of the LIRR Network Strategy Study, 52% of the New York State's total vehicle hours of delay occurs on Long Island roadways. These conditions inhibit the region's ability to attain compliance under the federally imposed National Ambient Air Quality Standards (NAAQS) as required under the Clean Air Act.

All of the MTA New York City Transit's (NYCT) 25 subway routes serve portions of the Long Island Study Corridor including the busiest trunk lines in the city—the number 4, 5 and 6 services on the Lexington Avenue Line, the number 7 service on the Flushing Line, and the E, F and R services on the Queens Boulevard Line. Portions of the subway system parallel portions of the LIRR in Queens and Brooklyn. However, while these subway and LIRR routes parallel one another they do not necessarily compete with one another—the LIRR principally carries customers from Nassau and Suffolk Counties and the far eastern portion of Queens while the subways principally serve inner city passengers of Queens and Brooklyn.

The Queens Boulevard Line, which offers connecting express subway services at LIRR's Jamaica Station, is currently one of the top two most heavily used subway lines in the NYCT system. During the morning peak hour, approximately 30 trains per peak hour carry in excess of 66,000 passengers per hour, at a volume/capacity ration of 1.296 or 30% over capacity.

The Flushing Line, which offers connecting service at LIRR stations at Hunterspoint Avenue, Long Island City and Woodside Queens, is currently operating above capacity, carrying approximately 36,700 passengers into Manhattan at a volume/capacity ration of 1.083 or 8.3% over capacity.

Based upon U.S. Bureau of the Census data and New York Metropolitan Transportation Council (NYMTC) projections, population, labor force and employment in the five county Long Island Study Corridor have all experienced a net growth from 1980 to the present, and all are projected to continue to grow in the future. The increases indicated by these trends will

increase the number of trips made, including commutation travel between the residential communities on Long Island and the commercial hub of Manhattan.

Alternatives

The alternatives proposed for evaluation include: No-action which involves no change to transportation services or facilities in the corridor beyond already committed projects of the 1992–1996 MTA Capital Program; the TSM alternative, which consists of low-to-medium cost improvements to the facilities and operations of the LIRR, NYCT and the highway network in addition to the currently planned highway and transit improvements in the corridor. All other reasonable alternatives proposed through the study scoping process will be considered.

Probable Effects

FTA, FHWA and the LIRR plan to evaluate in the MIS/DEIS all social, economic, and environmental impacts of the alternatives. Among the possible issues to be investigated are the potential increase in transit ridership, impacts on highway use, the capital outlays needed to implement an alternative, the cost of operating and maintaining the facilities created by an alternative, and the financial impacts on the funding agencies. Environmental and social impacts, both positive and negative, proposed for analysis include environmental justice, land use and neighborhood impacts, traffic, parking, and pedestrian impacts near stations, visual impacts, impacts on cultural resources, and noise and vibration impacts. Impacts on natural areas, rare and endangered species, air and water quality, ground water, hazardous waste and geologic forms will also be covered. The impacts will be evaluated both for the construction period and for the long-term period of operation. Measures to mitigate significant adverse impacts will be considered.

FTA and FHWA Procedures

In accordance with the Federal Transit Laws, the Federal Aid Highway Act and FTA/FHWA policy, the DEIS/MIS will be prepared in conjunction with an analysis of alternatives and Conceptual Engineering. After its publication, the MIS/DEIS will be available for public and agency review and comment, and a public hearing will be held. On the basis of the MIS/DEIS and the comments received, and with input from the Project Steering Committee, the Technical Advisory Committee, the Citizens Advisory Committee and the Metropolitan

Transportation Authority Board, the MTA Long Island Rail Road will select a locally preferred alternative for its major investment strategy and seek approval from FTA and FHWA to continue with Preliminary Engineering and preparation of the Final EIS.

Issued on: June 20, 1995.

Thomas J. Ryan,

Regional Administrator, Federal Transit Administration.

[FR Doc. 95-15393 Filed 6-23-95; 8:45 am]

BILLING CODE 4910-57-P

[Docket No. 95-40; Notice 1]

National Highway Traffic Safety Administration

Vector Aeromotive Corporation Receipt of Application From Federal Motor Vehicle Safety Standard No. 208

Vector Aeromotive Corporation of Jacksonville, Florida, has applied to be exempted from paragraph S4.1.4 of Federal Motor Vehicle Safety Standard No. 208 *Occupant Crash Protection*. The basis of the application is that compliance will cause substantial economic hardship to a manufacturer that has tried to comply with the standard in good faith.

This notice of receipt of an application is published in accordance with the requirements of 49 U.S.C. 30113(b)(2) and does not represent any judgment of the agency on the merits of the application.

Vector intends to begin production of a two-seat high performance sport car in September 1995 called the "Vector Avtech SC ("Avtech"). Design concept specifications were developed several years ago for the Avtech, and a prototype shown at the Geneva Automobile Show in March 1992. During this time, Vector produced a sports car called the Vector W8. This car went out of production in early 1993 after a run of 22 vehicles, and Vector has produced no motor vehicles since.

Vector's single largest shareholder is V'Power Corp., a Bahamian Corporation, which is also the controlling shareholder of Automobili Lamborghini S.p.A. Lamborghini, which manufactured 1,475 cars between 1989 and 1994, was recently granted a temporary exemption from Motor Vehicle Safety Standard No. 214 *Side Impact Protection* (59 FR 59458). V'Power will provide Vector with \$5.5 million in funds to finance Vector's proposed development schedule over the next 12 months. Vector's cumulative net losses in the three years preceding

the filing of its application were approximately \$12,400,000.

Vector has received airbag development program cost estimates of approximately \$1,500,000 from airbag suppliers. It has already spent \$56,000 in pursuit of the project and an estimated 1000 man hours. Vector estimates that a year will be required in order to complete development, and that vehicles conforming to Standard No. 208 will be available in the time period June - September 1996. However, to allow for development problems, Vector has asked for an exemption until May 1, 1997. In the meantime, the Avtech will be equipped "with an active, three point, seat belt system that meets, or exceeds, all FMVSS performance requirements."

The applicant argues that an exemption would be in the public interest as its development and production "will result in additional employment at the factory, vendor, dealer, and service levels." Its success "should establish the US as a major source for ultrahigh performance vehicles and technology". The Avtech will be equipped with "the only twelve cylinder engine offered by a US manufacturer." An exemption would be consistent with traffic safety objectives because the vehicle will otherwise comply with all applicable Federal motor vehicle safety standards. In addition, the company's production will be limited. It estimates sales of 60 cars through the second quarter of 1996.

Interested persons are invited to submit comments on the application described above. Comments should refer to the docket number and the notice number, and be submitted to: Docket Section, National Highway Traffic Safety Administration, room 5109, 400 Seventh Street, SW, Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered.

Notice of final action on the application will be published in the **Federal Register** pursuant to the authority indicated below. Comment closing date: July 26, 1995.

(49 U.S.C. 30113; delegations of authority at 49 CFR 1.50. and 501.8)

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 95-15527 Filed 6-23-95; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Changes to the List of Specially Designated Nationals of Cuba

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice of additions and deletions to the list of blocked persons and specially designated nationals.

SUMMARY: The Treasury Department is designating four entities as specially designated nationals of Cuba and adding these entities to the List of Blocked Persons and Specially Designated Nationals. In addition, the Treasury Department is removing an entity previously designated from the list.

EFFECTIVE DATE: June 21, 1995.

FOR FURTHER INFORMATION: J. Robert McBrien, Chief, International Programs, Tel.: (202) 622-2420; Office of Foreign Assets Control, Department of the Treasury, 1500 Pennsylvania Avenue, N.W., Washington, DC 20220.

SUPPLEMENTARY INFORMATION:

Electronic Availability

This document is available as an electronic file on The Federal Bulletin Board the day of publication in the **Federal Register**. By modem dial 202/512-1387 and type "/GO/FAC" or call 202/512-1530 for disks or paper copies. This file is available in Postscript, WordPerfect 5.1 and ASCII formats.

Background

The Office of Foreign Assets Control ("FAC") is designating four entities as Specially Designated Nationals of Cuba and adding these entities to the List of Blocked Persons and Specially Designated Nationals and removing one entity from the list that was previously designated.

The Director of FAC has determined that the designated entities are owned or controlled by or act or purport to act directly or indirectly on behalf of the Government of Cuba and, therefore, pursuant to § 515.306 of the Cuban Assets Control Regulations, 31 CFR part 515 (the "Regulations"), are subject to the prohibitions applicable to the Government of Cuba. All unlicensed transactions with these entities or